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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY Venezuela

REPORT NO. [REDACTED]

SUBJECT Puerto La Cruz/Harbor Conditions/Cargo Handling/
Schedule of Service Charges

RESPONSIVE TO	
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PLACE ACQUIRED [REDACTED]

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DATE ACQUIRED [REDACTED]

DATE DISTR. 5 JUNE 1974

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1. Harbor Conditions: The term "Puerto La Cruz" is an all embracing word denoting various docking and mooring areas in this region: namely, Los Picos, Guaraguao, El Chaire, Pamatacuao, and Partigualito. More specifically, however, and in line with common usage, the term "Puerto La Cruz" refers principally to the docking area at Guaraguao, $10^{\circ} 14' 27''$ N, $64^{\circ} 38' 04''$ W, and the city adjacent thereto. References to Puerto La Cruz in this report are only to the city of Puerto La Cruz and the docking area known as Guaraguao. Guaraguao is a natural harbor, bounded on the north by a series of islands. The port is free from swell at all times.
2. Port Capacity: The movement of import cargo through Guaraguao has averaged about six thousand tons monthly. The port capacity, however, working only one 8-hour shift, is 12 thousand tons per month. The only export cargo, except for returned US goods, is petroleum products.
3. Docks: The docks at Guaraguao are divided into two parts. To the east is a modern concrete and steel dock 2,105 feet long which is used for loading tankers. Four T-2 tankers can be accommodated at one time. Port authorities state that the dock will soon be extended so that it may berth four super tankers simultaneously. Maximum draft permitted at this dock is 30 feet. The cargo dock to the west is 610 feet long. It is a modern concrete and steel dock. One section of it was built in 1940, and an extension was built in 1945 (240 feet). The maximum draft permitted alongside this dock is 26 feet.
4. Ownership and Use of Dock Facilities: The harbor at Guaraguao is the port of entrance and exit for the Mene Grande Oil Company, Creole Petroleum Corp., and Venezuelan Gulf and Refining Company. The actual operation of the docks is under the management of Mene Grande. Outside interests may utilize the facilities at Guaraguao by permission of Mene Grande at Caracas and the Ministry of Finance. Inasmuch as the docks at Guaraguao are privately owned (apparently by the three previously mentioned oil companies) and operated, Customs levies no tonnage dues or wharfage dues on vessels docking there, provided such vessels are consigned to the three oil companies concerned. For outside vessels, the same wharfage dues apply as at Quanta.

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5. Storage Spaces: There is one shed on the dock capable of storing 70 thousand bags of cement or other such bagged cargo. There are three sheds off the dock with a capacity of 1.7 thousand bags each. There is also a shed on the dock for general cargo. It measures 360 feet by 180 feet. Pipe, machinery, and oil well equipment are stored in "the patio", which is an area about a quarter of a mile square.
6. Stevedoring Equipment: All of the equipment on the cargo dock is owned and operated by Mene Grande. It consists of the following: 1 derrick crane of 150 ton capacity (location indicated in figure (1)); 1 revolving crane of 50 ton capacity (location indicated in figure (1)); 10 fork-lift trucks of 7 ton capacity; 14 tractors (Farmall); 23 trailers of 12 ton¹ capacity; 14 mobile cranes of 8 ton capacity; 1 Crawler crane of 25 ton capacity; 4 Crawler cranes of 12 ton capacity; an unlimited number of pallets.
7. Stevedores and Longshoremen: Stevedores on board the ship at Guaraguao are furnished by the Guanta Port Service. Round trip transportation (Guanta-Puerto La Cruz) is paid for by the vessel at the rate of two Bolívares per man per day. Furthermore, the vessel has to pay "lost time" for travelling back and forth at the rate of 1.50 Bolívares per man hour. Stevedoring rates are the same as those at Guanta. Longshoremen on the docks are supplied by Mene Grande and are charged to their account even on the rare occasions when overtime is worked. There are four regular gangs, and three more gangs can be rounded up on short notice. The maximum number of gangs that can be worked is seven. Working hours are from 0700-1130 and from 1230-1600 six days a week, holidays excepted. Overtime is not generally worked. However, if a ship has only two hours to go to finish, Mene Grande will work through at no extra cost to the ship.
8. Rates of Discharge: Various types of cargo are discharged at the following rates: bagged cargo (cement, bentonite) - 34 tons per hour; pipe - 23 tons per hour; drums - 35 tons per hour; general cargo - 18 tons per hour; oil well supplies - 20 tons per hour.
9. Tugs, Launches, Barges: One 650 horsepower tugboat belonging to Mene Grande is operated for the almost exclusive use of docking and undocking tankers. It is not necessary for cargo ships to use the tugboats when maneuvering at Guaraguao. Rate of hire is \$US125 per hour. Mene Grande has four fast motor launches which are used principally for putting on and taking off pilots. The pilot service also has a launch. These launches may be hired by outside interests at about \$10.00 per hour. There are no barges at Guaraguao.
10. Pilotage: Pilotage is compulsory. Local pilots under the direction of the Ministry of War and Marine are employed.
11. Supplies: There are fresh water pipe lines at both the tanker dock and the cargo docks. However, the supply of fresh water is so scarce at present that for all practical purposes fresh water is unavailable at Guaraguao except that for tank trucks which bring water from Guanta. Fresh water supplied by tank trucks would cost about 5.00 Bolívares per ton. The Guanta water is highly impregnated with calcium. Diesel oil and Bunker "C" fuels are available at both the tanker dock and the cargo dock.
12. Repair Facilities: Mene Grande has one set of shallow water diving gear which is good down to 40 feet. There are no dry docks at Guaraguao. There are many machine shops at Puerto La Cruz, and good welding equipment and technicians are available.
13. Miscellaneous Information:
- a. Vessels bringing a good many heavy lifts to Guanta, but having inadequate lifting equipment aboard, often find it more expedient to take advantage of the heavy lift cranes at Guaraguao. The revolving crane (50 ton capacity) is available at the rate of 40.00 Bolívares per hour, provided the cargo is consigned

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to one of the three oil companies. Outside interests pay 88.00 Bolívars per ton for cargo moved over the dock. A special permit from the Ministerio de Hacienda, Caracas, is required. If the heavy crane has to be used, no extra charge is assessed.

- b. Vessels discharging at Guanta frequently have cargo for the oil companies at Guaraguao. To avoid losing time, the Puerto La Cruz cargo is usually discharged at Guanta. Discharge is either to trucks for direct transportation to Guaraguao or to lighters. It has been estimated that for less than 50 tons of cargo it is more economical to discharge to trucks, which charge a flat rate of 10.00 Bolívars per ton.
- c. The following consular offices are located in Puerto La Cruz: US, UK, Norway, Netherlands, Italy, France, and Sweden. All but the US consulate are consular agents or honorary consuls.

[redacted] Note: See page 4 for figure (1)]

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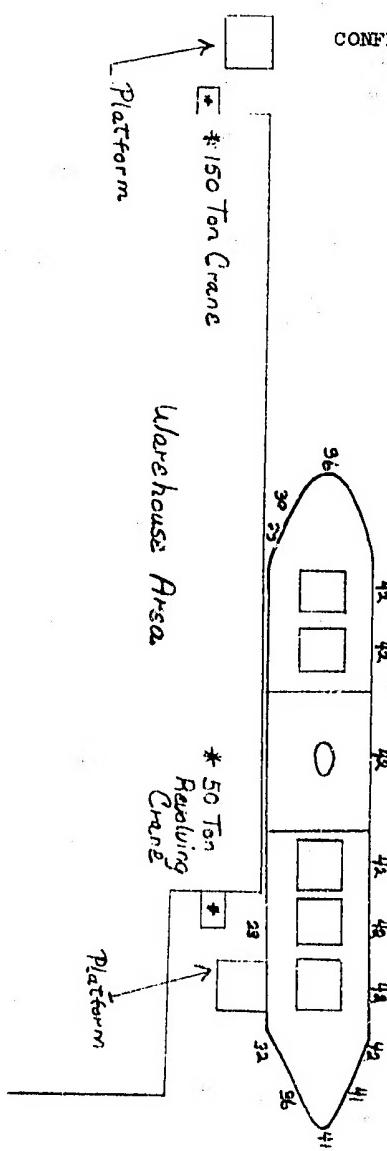
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Puerto La Cruz, Venezuela
 Soundings Taken 1-25-54
 Zero Tide Level
 Scale: 1" to 100 ft. (Approx.)
 Drawn Head 245-085,
 Draw Length Approx.

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